

Oak Windpower will have no role in the management or control of the Windpower Partnerships. The application-declaration states that Charter Oak will guarantee the obligations of Charter Oak Windpower as a limited partner in the Windpower Partnerships.

The first Windpower Partnership in which Charter Oak Windpower seeks to invest is Windpower Partners 1992-2 L.P., a California limited partnership, which owns a 31-MW windplant that consists of 310 U.S. Windpower Model 56-100 wind turbine generators located in the Altamont Pass in California. The windplant is a qualifying SPP facility. The second Windpower Partnership in which Charter Oak Windpower seeks to invest is Windpower Partners 1992, L.P., a California limited partnership to be formed on or before December 30, 1992. On December 30, 1992, this Windpower Partnership will acquire a 30-MW windplant that consists of 300 U.S. Windpower Model 56-100 wind turbine generators located in the Altamont Pass in California. The windplant is a qualifying SPP facility.

To fund the acquisition of the interests in the Windpower Partnerships, Northeast proposes to invest up to \$10 million in Charter Oak, which Charter Oak proposes to invest in Charter Oak Windpower. The investment of Northeast in Charter Oak and the concomitant investment of Charter Oak in Charter Oak Windpower will be in the form of additional acquisitions of common stock, capital contributions, open account advances or subordinated loans.

The application-declaration states that the open account advances or subordinated loans would be for a term of up to ten years and would be at an interest rate based on the cost to Northeast of funds in effect on the date of issue—but in no case in excess of the prime rate of a bank designated by Northeast. The application-declaration also states that the interest rates and terms of the subordinated loans and open account advances from Charter Oak to Charter Oak Windpower would be identical to the interest rates and terms of the subordinated loans and open account advances from Northeast to Charter Oak.

Blackstone Valley Electric Company
(70-8093)

Blackstone Valley Electric Company ("Blackstone"), Washington Highway, P.O. Box 1111, Lincoln, Rhode Island 02865, an electric public-utility subsidiary company of Eastern Utilities Associates, a registered holding

company, has filed a declaration under sections 6(a) and 7 of the Act.

By order dated December 17, 1984 (HCAR No. 21534), the Commission authorized Blackstone to borrow the proceeds from the sale of \$6,500,000 electric facilities revenue bonds (the "Bonds") issued by the Rhode Island Industrial Facilities Corporation. The Bonds are supported by a letter of credit which Blackstone obtained from Citibank N.A. (the "Citibank LOC"). Interest on the Bonds is determined weekly by the Remarketing Agent, which is Citibank Securities Markets, Inc., an affiliate of Citibank, N.A.

Blackstone asserts that the Citibank LOC is adversely affecting the rate of interest paid on the Bonds by Blackstone relative to other potential letter of credit issuers because (i) Citibank's credit rating, which supports the Bonds, has deteriorated and (ii) the Remarketing Agent cannot take a position with respect to the Bonds to attain a more attractive interest rate for Blackstone because its affiliate, Citibank, has issued the letter of credit supporting the Bonds.

Blackstone proposes to enter into an alternate letter of credit and reimbursement agreement (the "Alternate Credit Agreement") with The Bank of New York ("BONY"), which provides for the issuance of a new letter of credit (the "BONY LOC"). Under the Alternate Credit Agreement, BONY will issue the BONY LOC in an amount not to exceed \$6,914,643.84. Such amount represents the principal amount of the Bonds and 124 days of interest computed at a rate of 20% per annum, and is the same amount as provided in the Citibank LOC. The BONY LOC will expire three years from its date of issue and may be extended for a period of one year at Blackstone's request, and subject to the consent of BONY.

Blackstone will be required to pay BONY an annual letter of credit commission equal to 0.60% per annum on the amount available to be drawn on the BONY LOC, as compared to a letter of credit commission 0.75% for the Citibank LOC. Blackstone will be subject to business covenants in the Alternate Credit Agreement similar to those in its credit agreement with Citibank.

For the Commission, by the Division of Investment Management, pursuant to delegated authority.

Margaret H. McFarland,

Deputy Secretary.

[FR Doc. 92-30089 Filed 12-10-92; 8:45 am]

BILLING CODE 8010-01-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee; Transport Airplane and Engine Subcommittee; Propulsion Harmonization Working Group

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of establishment of Propulsion Harmonization Working Group.

SUMMARY: Notice is given of the establishment of the Propulsion Harmonization Working Group of the Transport Airplane and Engine Subcommittee. This notice informs the public of the activities of the Transport Airplane and Engine Subcommittee of the Aviation Rulemaking Advisory Committee.

FOR FURTHER INFORMATION CONTACT: Mr. William J. (Joe) Sullivan, Executive Director, Transport Airplane and Engine Subcommittee, Aircraft Certification Service (AIR-3), 800 Independence Avenue SW., Washington, DC 20591, Telephone: (202) 267-9554; FAX: (202) 267-5364.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA) established an Aviation Rulemaking Advisory Committee (56 FR 2190, January 22, 1991) which held its first meeting on May 23, 1991 (56 FR 20492, May 3, 1991). The Transport Airplane and Engine Subcommittee was established at that meeting to provide advice and recommendations to the Director, Aircraft Certification Service, FAA, regarding the airworthiness standards for transport airplanes, engines and propellers in parts 25, 33, and 35 of the Federal Aviation Regulations (14 CFR parts 25, 33, and 35).

The FAA announced at the Joint Aviation Authorities (JAA)—Federal Aviation Administration (FAA) Harmonization Conference in Toronto, Ontario, Canada, (June 2-5, 1992) that it would consolidate within the Aviation Rulemaking Advisory Committee structure an ongoing objective to "harmonize" the Joint Aviation Requirements (JAR) and the Federal Aviation Regulations (FAR). Coincident with that announcement, the FAA assigned to the Transport Airplane and Engine Subcommittee those projects related to JAR/FAR 25, 33, and 35 harmonization which were then in the process of being coordinated between the JAA and the FAA. The harmonization process included the intention to present the results of JAA/

FAA coordination to the public in the form of either a Notice of Proposed Rulemaking or an advisory circular—an objective comparable to and compatible with that assigned to the Aviation Rulemaking Advisory Committee. The Transport Airplane and Engine Subcommittee, consequently, established the Propulsion Harmonization Working Group.

Specifically, the Working Group's tasks are the following: The Propulsion Harmonization Working Group is charged with making recommendations to the Transport Airplane and Engine Subcommittee concerning the FAA disposition of the following subjects recently coordinated between the JAA and the FAA:

Task 1—Bird Ingestion: Update turbine engine bird ingestion requirements, including size and number of birds and pass/fail criteria (FAR 33.77)

Task 2—Inclement Weather: Update the inclement weather requirements for rain and hail in turbine engines (FAR 33.77).

Task 3—Vibration Surveys: Determine test requirements and pass/fail criteria for turbine engine vibration tests (FAR 33.83).

Task 4—Rotor Integrity: Determine test requirements and pass/fail criteria for turbine, compressor, fan, and turbosupercharger rotor overspeed tests (FAR 33.27).

Task 5—Turbine Rotor Overtemperature: Clarify test and pass/fail requirements for turbine engine overtemperature tests to assure consistent certification criteria (FAR 33.88).

Task 6—Windmilling: Examine current turbine engine windmilling requirements and specify appropriate test and analysis requirements (FAR 33.92).

Reports:

A. Recommend time line(s) for completion of each task, including rationale, for Subcommittee consideration at the meeting of the subcommittee held following publication of this notice.

B. Give a detailed conceptual presentation on each task to the Subcommittee before proceeding with the work stated under items C and D, below. If task 1-6 require the development of more than one Notice of Proposed Rulemaking, identify what proposed amendments will be included in each notice.

C. Draft a Notice of Proposed Rulemaking for tasks 1-6 proposing new or revised requirements, a supporting economic analysis, and other required

analysis, with any other collateral documents (such as Advisory Circulars) the Working Group determines to be needed.

D. Give a status report on each task at each meeting of the Subcommittee.

The Propulsion Harmonization Working Group will be comprised of experts from those organizations having an interest in the tasks assigned. A working Group member need not necessarily be a representative of one of the organizations of the parent Transport Airplane and Engine Subcommittee or of the full Aviation Rulemaking Advisory Committee. An individual who has expertise in the subject matter and wishes to become a member of the Working Group should write the person listed under the caption **FOR FURTHER INFORMATION CONTACT** expressing that desire, describing his or her interest in the task, and the expertise he or she would bring to the Working Group. The request will be reviewed with the Subcommittee and Working Group Chairs and the individual will be advised whether or not the request can be accommodated.

The Secretary of Transportation has determined that the information and use of the Aviation Rulemaking Advisory Committee and its subcommittees are necessary in the public interest in connection with the performance of duties of the FAA by law. Meetings of the full Committee and any subcommittees will be open to the public except as authorized by section 10(d) of the Federal Advisory Committee Act. Meetings of the Propulsion Harmonization Working Group will not be open to the public except to the extent that individuals with an interest and expertise are selected to participate. No public announcement of Working Group meetings will be made.

Issued in Washington, DC, on December 4, 1992.

William J. Sullivan,

Executive Director, Transport Airplane and Engine Subcommittee, Aviation Rulemaking Advisory Committee.

[FR Doc. 92-30113 Filed 12-10-92; 8:45 am]

BILLING CODE 4910-13-M

Aviation Rulemaking Advisory Committee; Transport Airplane and Engine Subcommittee; Seat Testing Harmonization Working Group

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of establishment of Seat Testing Harmonization Working Group.

SUMMARY: Notice is given of the establishment of the Seat Testing Harmonization Working Group of the Transport Airplane and Engine Subcommittee. This notice informs the public of the activities of the Transport Airplane and Engine Subcommittee of the Aviation Rulemaking Advisory Committee.

FOR FURTHER INFORMATION CONTACT: Mr. William J. (Joe) Sullivan, Executive Director, Transport Airplane and Engine Subcommittee, Aircraft Certification Service (AIR-3), 800 Independence Avenue, SW., Washington, DC 20591, Telephone: (202) 267-9554; FAX: (202) 267-5364.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA) established an Aviation Rulemaking Advisory Committee (56 FR 2190, January 22, 1991) which held its first meeting on May 23, 1991 (56 FR 20492, May 3, 1991). The Transport Airplane and Engine Subcommittee was established at that meeting to provide advice and recommendations to the Director, Aircraft Certification Service, FAA, regarding the airworthiness standards for transport airplanes, engines and propellers in parts 25, 33 and 35 of the Federal Aviation Regulations (14 CFR parts 25, 33 and 35).

The FAA announced at the Joint Aviation Authorities (JAA)-Federal Aviation Administration (FAA) Harmonization Conference in Toronto, Ontario, Canada (June 2-5, 1992), that it would consolidate within the Aviation Rulemaking Advisory Committee structure an ongoing objective to "harmonize" the Joint Aviation Requirements (JAR) and the Federal Aviation Regulations (FAR). Coincident with that announcement, the FAA assigned to the Transport Airplane and Engine Subcommittee those projects related to JAR/FAR 25, 33 and 35 harmonization which were then in the process of being coordinated between the JAA and the FAA. The harmonization process included the intention to present the results of JAA/FAA coordination to the public in the form of either a Notice of Proposed Rulemaking or an advisory circular—an objective comparable to and compatible with that assigned to the Aviation Rulemaking Advisory Committee. The Transport Airplane and Engine Subcommittee, consequently, established the Seat Testing Harmonization Working Group.

Specifically, the Working Group's task is the following:

The Seat Testing Harmonization Working Group is charged with making

recommendations to the Transport Airplane and Engine Subcommittee concerning the FAA disposition of the following subject recently coordinated between the JAA and the FAA:

Crew Seats: Make recommendations concerning the requirements and guidance material for the certification of flightcrew seats and the associated test conditions (FAR 25.562; AC 25.562A).

Reports:

A. Recommend time line(s) for completion of the task, including rationale, for Subcommittee consideration at the meeting of the subcommittee held following publication of this notice.

B. Give a detailed conceptual presentation on each task to the Subcommittee before proceeding with the work stated under items C, below.

C. Draft a Notice of Proposed Rulemaking the task proposing new or revised requirements, a supporting economic analysis, and other required analysis, with any other collateral documents (such as Advisory Circulars) the Working Group determines to be needed.

D. Give a status report on each task at each meeting of the Subcommittee.

The Seat Testing Harmonization Working Group will be comprised of experts from those organizations having an interest in the tasks assigned. A Working Group member need not necessarily be a representative of one of the organizations of the parent Transport Airplane and Engine Subcommittee or of the full Aviation Rulemaking Advisory Committee. An individual who has expertise in the subject matter and wishes to become a member of the Working Group should write the person listed under the caption **FOR FURTHER INFORMATION CONTACT** expressing that desire, describing his or her interest in the task, and the expertise he or she would bring to the Working Group. The request will be reviewed with the Subcommittee and Working Group Chairs and the individual will be advised whether or not the request can be accommodated.

The Secretary of Transportation has determined that the information and use of the Aviation Rulemaking Advisory Committee and its subcommittees are necessary in the public interest in connection with the performance of duties of the FAA by law. Meetings of the full Committee and any subcommittees will be open to the public except as authorized by section 10(d) of the Federal Advisory Committee Act. Meetings of the Seat Testing Harmonization Working Group will not be open to the public except to

the extent that individuals with an interest and expertise are selected to participate. No public announcement of Working Group meetings will be made.

Issued in Washington, DC, on December 4, 1992.

William J. Sullivan,
Executive Director, Transport Airplane and Engine Subcommittee, Aviation Rulemaking Advisory Committee.
[FR Doc. 92-30114 Filed 12-10-92; 8:45 am]
BILLING CODE 4910-13-01

Aviation Rulemaking Advisory Committee; Transport Airplane and Engine Subcommittee; Direct View Harmonization Working Group

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of establishment of direct view harmonization working group.

SUMMARY: Notice is given of the establishment of the Direct View Harmonization Working Group of the Transport Airplane and Engine Subcommittee. This notice informs the public of the activities of the Transport Airplane and Engine Subcommittee of the Aviation Rulemaking Advisory Committee.

FOR FURTHER INFORMATION CONTACT: Mr. William J. (Joe) Sullivan, Executive Director, Transport Airplane and Engine Subcommittee, Aircraft Certification Service (AIR-3), 800 Independence Avenue, SW., Washington, DC 20591, Telephone: (202) 267-9554; FAX: (202) 267-5364.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA) established an Aviation Rulemaking Advisory Committee (56 FR 2190, January 22, 1991) which held its first meeting on May 23, 1991 (56 FR 20492, May 3, 1991). The Transport Airplane and Engine Subcommittee was established at the meeting to provide advice and recommendations to the Director, Aircraft Certification Service, FAA, regarding the airworthiness standards for transport airplanes, engines and propellers in parts 25, 33 and 35 of the Federal Aviation Regulations (14 CFR parts 25, 33 and 35).

The FAA announced at the Joint Aviation Authorities (JAA)-Federal Aviation Administration (FAA) Harmonization Conference in Toronto, Ontario, Canada, (June 2-5, 1992) that it would consolidate within the Aviation Rulemaking Advisory Committee structure an ongoing objective to "harmonize" the Joint Aviation Requirements (JAR) and the Federal Aviation Regulations (FAR). Coincident

with that announcement, the FAA assigned to the Transport Airplane and Engine Subcommittee those projects related to JAR/FAR 25, 33 and 35 harmonization which were then in the process of being coordinated between the JAA and the FAA. The harmonization process included the intention to present the results of JAA/FAA coordination to the public in the form of either a Notice of Proposed Rulemaking or an advisory circular—an objective comparable to and compatible with that assigned to the Aviation Rulemaking Advisory Committee. The Transport Airplane and Engine Subcommittee, consequently, established the Direct View Harmonization Working Group.

Specifically, the Working Group's task is the following:

The Direct View Harmonization Working Group is charged with making recommendations to the Transport Airplane and Engine Subcommittee concerning the FAA disposition of the following subject recently coordinated between the JAA and the FAA:

Cabin Attendant Direct View: Review the proposed guidance material contained in draft Advisory Circular 25.785 for finding compliance with the cabin attendant's direct view requirements of FAR 25.785 and make recommendations for new or revised guidance (FAR 25.785; AC 35.785).

Reports:

A. Recommend time line(s) for completion of each task, including rationale, for Subcommittee consideration at the meeting of the subcommittee held following publication of this notice.

B. Give a detailed conceptual presentation on each task to the Subcommittee before proceeding with the work stated under items C, below.

C. Draft a change to Advisory Circular 25.783 providing appropriate guidance material.

D. Give a status report on each task at each meeting of the Subcommittee.

The Direct View Harmonization Working Group will be comprised of experts from those organizations having an interest in the tasks assigned. A Working Group member need not necessarily be a representative of one of the organizations of the parent Transport Airplane and Engine Subcommittee or of the full Aviation Rulemaking Advisory Committee. An individual who has expertise in the subject matter and wishes to become a member of the Working Group should write the person listed under the caption **FOR FURTHER INFORMATION CONTACT** expressing that desire, describing his or her interest in the task.

and the expertise he or she would bring to the Working Group. The request will be reviewed with the Subcommittee and Working Group Chairs and the individuals will be advised whether or not the request can be accommodated.

The Secretary of Transportation has determined that the information and use of the Aviation Rulemaking Advisory Committee and its subcommittees are necessary in the public interest in connection with the performance of duties of the FAA by law. Meetings of the full Committee and any subcommittees will be open to the public except as authorized by section 10(d) of the Federal Advisory Committee Act. Meetings of the Direct View Harmonization Working Group will not be open to the public except to the extent that individuals with an interest and expertise are selected to participate. No public announcement of Working Group meetings will be made.

Issued in Washington, DC, on December 4, 1992.

William J. Sullivan,

Executive Director, Transport Airplane and Engine Subcommittee, Aviation Rulemaking Advisory Committee.

[FR Doc. 92-30115 Filed 12-10-92; 8:45 am]

BILLING CODE 4910-13-M

Aviation Rulemaking Advisory Committee; Transport Airplane and Engine Subcommittee; Hydraulic Test Harmonization Working Group

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of establishment of hydraulic test harmonization working group.

SUMMARY: Notice is given of the establishment of the Hydraulic Test Harmonization Working Group of the Transport Airplane and Engine Subcommittee. This notice informs the public of the activities of the Transport Airplane and Engine Subcommittee of the Aviation Rulemaking Advisory Committee.

FOR FURTHER INFORMATION CONTACT: Mr. William J. (Joe) Sullivan, Executive Director, Transport Airplane and Engine Subcommittee, Aircraft Certification Service (AIR-3), 800 Independence Avenue, SW., Washington, DC 20591, Telephone: (202) 267-9554; FAX: (202) 267-5364.

SUPPLEMENTARY INFORMATION: Federal Aviation Administration (FAA) established an Aviation Rulemaking Advisory Committee (56 FR 2190, January 22, 1991) which held its first meeting on May 23, 1991 (56 FR 20492, May 3, 1991). The Transport Airplane

and Engine Subcommittee was established at that meeting to provide advice and recommendations to the Director, Aircraft Certification Service, FAA, regarding the airworthiness standards for transport airplanes, engines and propellers in parts 25, 33 and 35 of the Federal Aviation Regulations (14 CFR parts 25, 33 and 35).

The FAA announced at the Joint Aviation Authorities (JAA)—Federal Aviation Administration (FAA) Harmonization Conference in Toronto, Ontario, Canada, (June 2-5, 1992) that it would consolidate within the Aviation Rulemaking Advisory Committee structure an ongoing objective to "harmonize" the Joint Aviation Requirement (JAR) and the Federal Aviation Regulations (FAR). Coincident with that announcement, the FAA assigned to the Transport Airplane and Engine Subcommittee those projects related to JAR/FAR 25, 33 and 35 harmonization which were then in the process of being coordinated between the JAA and the FAA. The harmonization process included the intention to present the results of JAA/FAA coordination to the public in the form of either a Notice of Proposed Rulemaking or an advisory circular—an objective comparable to and compatible with that assigned to the Aviation Rulemaking Advisory Committee. The Transport Airplane and Engine Subcommittee, consequently, established the Hydraulic Test Harmonization Working Group.

Specifically, the Working Group's task is the following:

The Hydraulic Test Harmonization Working Group is charged with making recommendations to the Transport Airplane and Engine Subcommittee concerning the FAA disposition of the following subject recently coordinated between the JAA and the FAA:

Hydraulic Systems and Test Conditions: Make recommendations concerning new or revised requirements for hydraulic systems and the associated test conditions for hydraulic systems installed in transport category airplanes (FAR 25.1435).

Reports:

A. Recommend time line(s) for completion of the task, including rationale, for Subcommittee consideration at the meeting of the subcommittee held following publication of this notice.

B. Give a detailed conceptual presentation on each task to the Subcommittee before proceeding with the work stated under items C, below.

C. Draft a Notice of Proposed Rulemaking the task proposing new or

revised requirements, a supporting economic analysis, and other required analysis, with any other collateral documents (such as Advisory Circulars) the Working Group determines to be needed.

D. Give a status report on each task at each meeting of the Subcommittee.

The Hydraulic Test Harmonization Working Group will be comprised of experts from those organizations having an interest in the tasks assigned. A Working Group member need not necessarily be a representative of one of the organizations of the parent Transport Airplane and Engine Subcommittee or of the full Aviation Rulemaking Advisory Committee. An individual who has expertise in the subject matter and wishes to become a member of the Working Group should write the person listed under the caption **FOR FURTHER INFORMATION CONTACT** expressing that desire, describing his or her interest in the task, and the expertise he or she would bring to the Working Group. The request will be reviewed with the Subcommittee and Working Group Chairs and the individual will be advised whether or not the request can be accommodated.

The Secretary of Transportation has determined that the information and use of the Aviation Rulemaking Advisory Committee and its subcommittees are necessary in the public interest in connection with the performance of duties of the FAA by law. Meetings of the full Committee and any subcommittees will be open to the public except as authorized by section 10(d) of the Federal Advisory Committee Act. Meetings of the Hydraulic Test Harmonization Working Group will not be open to the public except to the extent that individuals with an interest and expertise are selected to participate. No public announcement of Working Group meetings will be made.

Issued in Washington, DC, on December 4, 1992.

William J. Sullivan,

Executive Director, Transport Airplane and Engine Subcommittee, Aviation Rulemaking Advisory Committee.

[FR Doc. 92-30116 Filed 12-10-92; 8:45 am]

BILLING CODE 4910-13-M

Aviation Rulemaking Advisory Committee; Transport Airplane and Engine Subcommittee; Electromagnetic Effects Harmonization Working Group

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of establishment of Electromagnetic Effects Harmonization Working Group.

SUMMARY: Notice is given of the establishment of the Electromagnetic Effects Harmonization Working Group of the Transport Airplane and Engine Subcommittee. This notice informs the public of the activities of the Transport Airplane and Engine Subcommittee of the Aviation Rulemaking Advisory Committee.

FOR FURTHER INFORMATION CONTACT: Mr. William J. (Joe) Sullivan, Executive Director, Transport Airplane and Engine Subcommittee, Aircraft Certification Service (AIR-3), 800 Independence Avenue SW., Washington, DC 20591, Telephone: (202) 267-9554; FAX: (202) 267-5364.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA) established an Aviation Rulemaking Advisory Committee (56 FR 2190, January 22, 1991) which held its first meeting on May 23, 1991 (56 FR 20492, May 3, 1991). The Transport Airplane and Engine Subcommittee was established at that meeting to provide advice and recommendations to the Director, Aircraft Certification Service, FAA, regarding the airworthiness standards for transport airplanes, engines and propellers in parts 25, 33 and 35 of the Federal Aviation Regulations (14 CFR parts 25, 33 and 35).

The FAA announced at the Joint Aviation Authorities (JAA)-Federal Aviation Administration (FAA) Harmonization Conference in Toronto, Ontario, Canada, (June 2-5, 1992) that it would consolidate within the Aviation Rulemaking Advisory Committee structure an ongoing objective to "harmonize" the Joint Aviation Requirements (JAR) and the Federal Aviation Regulations (FAR). Coincident with that announcement, the FAA assigned to the Transport Airplane and Engine Subcommittee those projects related to JAR/FAR 25, 33 and 35 harmonization which were then in the process of being coordinated between the JAA and the FAA. The harmonization process included the intention to present the results of JAA/FAA coordination to the public in the form of either a Notice of Proposed Rulemaking or an advisory circular—an objective comparable to and compatible with that assigned to the Aviation Rulemaking Advisory Committee. The Transport Airplane and Engine Subcommittee, consequently, established the Electromagnetic Effects Harmonization Working Group.

Specifically, the Working Group's tasks are the following:

The Electromagnetic Effects Harmonization Working Group is charged with making recommendations to the Transport Airplane and Engine Subcommittee concerning the FAA disposition of the following subjects recently coordinated between the JAA and the FAA:

Task 1—High Energy Radiated Fields: Develop new requirements for aircraft exposure to high energy radiated fields (new FAR 25.1316 and 25.1317 and related provisions of FAR parts 23, 27, 29, 33, and 35, as appropriate). The working group should draw members for this task from the interests represented by the General Aviation and Business Airplane, and Rotorcraft Subcommittees.

Task 2—Lightning Protection Requirements: Revise advisory material on lightning protection requirements in Advisory Circulars 20-53B and 20-136 (FAR 25.1316 and related provisions of FAR parts 23, 27, 29, 33 and 35, as appropriate; AC 20-53B and 20-136). The working group should draw members for this task from the interests represented by the General Aviation and Business Airplane, and Rotorcraft Subcommittees.

Reports:

A. Recommend time line(s) for completion of each task, including rationale, for Subcommittee consideration at the meeting of the subcommittee held following publication of this notice.

B. Give a detailed conceptual presentation on each task to the Subcommittee before proceeding with the work stated under items C and D, below.

C. Draft a Notice of Proposed Rulemaking for task 1 proposing new requirements, a supporting economic analysis, and other required analysis, with any other collateral documents (such as Advisory Circulars) the Working Group determines to be needed. When the detailed briefing under item B, above, and this report are presented to the subcommittee, the Subcommittee and Working Group Chairs should arrange for a joint meeting with the General Aviation and Business Airplane and Rotorcraft Subcommittees to consider and join in the consensus on the results of those reports.

D. Draft changes to Advisory Circulars 20-53B and 20-136 for task 2 providing appropriate advisory material for the task. When the detailed briefing under item B, above, and this report are presented to the subcommittee, the

Subcommittee and Working Group Chairs should arrange for a joint meeting with the General Aviation and Business Airplane and Rotorcraft Subcommittees to consider and join in the consensus on the results of those reports.

E. Give a status report on each task at each meeting of the Subcommittee.

The Installation Harmonization Working Group will be comprised of experts from those organizations having an interest in the tasks assigned. A Working Group member need not necessarily be a representative of one of the organizations of the parent Transport Airplane and Engine Subcommittee or of the full Aviation Rulemaking Advisory Committee. An individual who has expertise in the subject matter and wishes to become a member of the Working Group should write the person listed under the caption "FOR FURTHER INFORMATION CONTACT" expressing that desire, describing his or her interest in the task, and the expertise he or she would bring to the Working Group. The request will be reviewed with the Subcommittee and Working Group Chairs and the individual will be advised whether or not the request can be accommodated.

The Secretary of Transportation has determined that the information and use of the Aviation Rulemaking Advisory Committee and its subcommittee are necessary in the public interest in connection with the performance of duties of the FAA by law. Meetings of the full Committee and any subcommittees will be open to the public except as authorized by section 10(d) of the Federal Advisory Committee Act. Meetings of the Installation Harmonization Working Group will not be open to the public except to the extent that individuals with an interest and expertise are selected to participate. No public announcements of Working Group meetings will be made.

Issued in Washington, DC, on December 4, 1992.

William J. Sullivan,
Executive Director, Transport Airplane and Engine Subcommittee, Aviation Rulemaking Advisory Committee.

[FR Doc. 92-30117 Filed 12-10-92; 8:45 am]
BILLING CODE 4910-13-M

Aviation Rulemaking Advisory Committee; Transport Airplane and Engine Subcommittee; Installation Harmonization Working Group

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of establishment of installation harmonization working group.

SUMMARY: Notice is given of the establishment of the Installation Harmonization Working Group of the Transport Airplane and Engine Subcommittee. This notice informs the public of the activities of the Transport Airplane and Engine Subcommittee of the Aviation Rulemaking Advisory Committee.

FOR FURTHER INFORMATION CONTACT: Mr. William J. (Joe) Sullivan, Executive Director, Transport Airplane and Engine Subcommittee, Aircraft Certification Service (AIR-3), 800 Independence Avenue SW., Washington, DC 20591, Telephone: (202) 267-9554; FAX: (202) 267-5364.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA) established an Aviation Rulemaking Advisory Committee (56 FR 2190, January 22, 1991) which held its first meeting on May 23, 1991 (56 FR 20492, May 3, 1991). The Transport Airplane and Engine Subcommittee was established at that meeting to provide advice and recommendations to the Director, Aircraft Certification Service, FAA regarding the airworthiness standards for transport airplanes, engines and propellers in parts 25, 33, and 35 of the Federal Aviation Regulations (14 CFR parts 25, 23 and 35).

The FAA announced at the Joint Aviation Authorities (JAA)-Federal Aviation Administration (FAA) Harmonization Conference in Toronto, Ontario, Canada, (June 2-5, 1992) that it would consolidate within the Aviation Rulemaking Advisory Committee structure an ongoing objective to "harmonize" the Joint Aviation Requirements (JAR) and the Federal Aviation Regulations (FAR). Coincident with that announcement, the FAA assigned to the Transport Airplane and Engine Subcommittee those projects related to JAR/FAR 25, 33 and 35 harmonization which were then in the process of being coordinated between the JAA and the FAA. The harmonization process included the intention to present the results of JAA/FAA coordination to the public in the form of either a Notice of Proposed Rulemaking or an advisory circular—an objective comparable to and compatible with the assigned to the Aviation Rulemaking Advisory Committee. The Transport Airplane and Engine Subcommittee, consequently, established the Installation Harmonization Working Group.

Specifically, the Working Group's tasks are the following:

The Installation Harmonization Working Group is charged with making recommendations to the Transport Airplane and Engine Subcommittee concerning the FAA disposition of the following subjects recently coordinated between the JAA and FAA:

Task 1—Installations (Engines): Develop recommendations concerning new or revised requirements for the installation of engines on transport category airplanes and determine the relationship, if any, of the requirements of FAR 25.1309 to these engine installations (FAR 25.901).

Task 2—Windmilling Without Oil: Determine the need for requirements for turbine engine windmilling without oil (FAR 25.903).

Task 3—Non-contained Failures: Revise advisory material on non-contained engine failure requirements (FAR 25.903 and related provisions of FAR Parts 23, 27, 29, 33, and 35, as appropriate; AC 20-128). The working group should draw members for this task from the interests represented by the General Aviation and Business Airplane, and Rotorcraft Subcommittees.

Task 4—Thrust Reversing Systems: Develop recommendations concerning new or revised requirements and guidance material for turbojet engine thrust reversing systems (FAR 25.933).

Reports:

A. Recommend time line(s) for completion of each task, including rationale, for Subcommittee consideration at the meeting of the subcommittee held following publication of this notice.

B. Give a detailed conceptual presentation on each task to the Subcommittee before proceeding with the work stated under items C and D, below. If tasks 1, 2, and 4 require the development of more than one Notice of Proposed Rulemaking, identify what proposed amendments will be included in each notice.

C. Draft a Notice of Proposed Rulemaking for tasks 1, 2 and 4 proposing new or revised requirements, a supporting economic analysis, and other required analysis, with any other collateral documents (such as Advisory Circulars) the Working Group determines to be needed.

D. Draft a change to Advisory Circular 120-128 for task 3 providing appropriate advisory material for each task. When the detailed briefing under item B, above, and this report are presented to the subcommittee, the Subcommittee and Working Group

Chairs should arrange for a joint meeting with the General Aviation and Business Airplane and Rotorcraft Subcommittees to consider and join in the consensus on the results of those reports.

E. Give a status report on each task at each meeting of the Subcommittee.

The Installation Harmonization Working Group will be comprised of experts from those organizations having an interest in the tasks assigned. A Working Group member need not necessarily be a representative of one of the organizations of the parent Transport Airplane and Engine Subcommittee or of the full Aviation Rulemaking Advisory Committee. An individual who has expertise in the subject matter and wishes to become a member of the Working Group should write the person listed under the caption **FOR FURTHER INFORMATION CONTACT** expressing that desire, describing his or her interest in the task, and the expertise he or she would bring to the Working Group. The request will be reviewed with the Subcommittee and Working Group Chairs and the individual will be advised whether or not the request can be accommodated.

The Secretary of Transportation has determined that the information and use of the Aviation Rulemaking Advisory Committee and its subcommittees are necessary in the public interest in connection with the performance of duties of the FAA by law. Meetings of the full Committee and any subcommittees will be open to the public except as authorized by section 10(d) of the Federal Advisory Committee Act. Meetings of the Installation Harmonization Working Group will not be open to the public except to the extent that individuals with an interest and expertise are selected to participate. No public announcement of Working Group meetings will be made.

Issued in Washington, DC, on December 4, 1992.

William J. Sullivan,
Executive Director, Transport Airplane and Engine Subcommittee, Aviation Rulemaking Advisory Committee.

[FR Doc. 92-30118 Filed 12-10-92; 8:45 am]
BILLING CODE 4910-13-M

Aviation Rulemaking Advisory Committee; Transport Airplane and Engine Subcommittee; Cargo Standards Harmonization Working Group

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of establishment of cargo standards harmonization working group.

SUMMARY: Notice is given of the establishment of the Cargo Standards Harmonization Working Group of the Transport Airplane and Engine Subcommittee. This notice informs the public of the activities of the Transport Airplane and Engine Subcommittee of the Aviation Rulemaking Advisory Committee.

FOR FURTHER INFORMATION CONTACT: Mr. William J. (Joe) Sullivan, Executive Director, Transport Airplane and Engine Subcommittee, Aircraft Certification Service (AIR-3), 800 Independence Avenue SW., Washington, DC 20591, Telephone: (202) 267-9554; FAX: (202) 267-5364.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA) established an Aviation Rulemaking Advisory Committee (56 FR 2190, January 22, 1991) which held its first meeting on May 23, 1991 (56 FR 20492, May 3, 1991). The Transport Airplane and Engine Subcommittee was established at that meeting to provide advice and recommendations to the Director, Aircraft Certification Service, FAA, regarding the airworthiness standards for transport airplanes, engines and propellers in parts 25, 33 and 35 of the Federal Aviation Regulations (14 CFR parts 25, 33 and 35).

The FAA announced at the Joint Aviation Authorities (JAA)—Federal Aviation Administration (FAA) Harmonization Conference in Toronto, Ontario, Canada, (June 2-5, 1992) that it would consolidate within the Aviation Rulemaking Advisory Committee structure an ongoing objective to "harmonize" the Joint Aviation Requirements (JAR) and the Federal Aviation Regulations (FAR). Coincident with that announcement, the FAA assigned to the Transport Airplane and Engine Subcommittee those projects related to JAR/FAR 25, 33 and 35 harmonization which were then in the process of being coordinated between the JAA and the FAA. The harmonization process included the intention to present the results of JAA/FAA coordination to the public in the form of either a Notice of Proposed Rulemaking or an advisory circular—an objective comparable to and compatible with that assigned to the Aviation Rulemaking Advisory Committee. The Transport Airplane and Engine Subcommittee, consequently, established the Cargo Standards Harmonization Working Group.

Specifically, the Working Group's task is the following:

The Cargo Standards Harmonization Working Group is charged with making recommendations to the Transport Airplane and Engine Subcommittee concerning the FAA disposition of the following subject recently coordinated between the JAA and the FAA:

Main Deck Class B Cargo Compartments: Make recommendations for new or revised requirements for main deck Class B cargo compartments (FAR 25.857).

Reports

A. Recommend time line(s) for completion of each task, including rationale, for Subcommittee consideration at the meeting of the subcommittee held following publication of this notice.

B. Give a detailed conceptual presentation on each task to the Subcommittee before proceeding with the work stated under item C, below.

C. Draft a Notice of Proposed Rulemaking proposing new or revised requirements, a supporting economic analysis, and other required analysis, with any other collateral documents (such as Advisory Circulars) the Working group determines to be needed.

D. Give a status report on each task at each meeting of the Subcommittee.

The Cargo Standards Harmonization Working Group will be comprised of experts from those organizations having an interest in the tasks assigned. A Working Group member need not necessarily be a representative of one of the organizations of the parent Transport Airplane and Engine Subcommittee or of the full Aviation Rulemaking Advisory Committee. An individual who has expertise in the subject matter and wishes to become a member of the Working Group should write the person listed under the caption **FOR FURTHER INFORMATION CONTACT** expressing that desire, describing his or her interest in the task, and the expertise he or she would bring to the Working Group. The request will be reviewed with the Subcommittee and Working Group Chairs and the individual will be advised whether or not the request can be accommodated.

The Secretary of Transportation has determined that the information and use of the Aviation Rulemaking Advisory Committee and its subcommittees are necessary in the public interest in connection with the performance of duties of the FAA by law. Meetings of the full Committee and any subcommittees will be open to the public except as authorized by section 10(d) of the Federal Advisory

Committee Act. Meetings of the Cargo Standards Harmonization Working Group will not be open to the public except to the extent that individuals with an interest and expertise are selected to participate. No public announcement of Working Group meetings will be made.

Issued in Washington, DC, on December 4, 1992.

William J. Sullivan,
Executive Director, Transport Airplane and Engine Subcommittee, Aviation Rulemaking Advisory Committee.

[FR Doc. 92-30119 Filed 12-10-92; 8:45 am]
BILLING CODE 4910-13-M

Aviation Rulemaking Advisory Committee; Rotorcraft Subcommittee; JAR/FAR 27 and 29 Harmonization Working Group

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of establishment of JAR/FAR 27 and 29 Harmonization Working Group.

SUMMARY: Notice is given of the establishment of the JAR/FAR 27 and 29 Harmonization Working Group of the Rotorcraft Subcommittee. This notice informs the public of the activities of the Rotorcraft Subcommittee of the Aviation Rulemaking Advisory Committee.

FOR FURTHER INFORMATION CONTACT: Mr. William J. (Joe) Sullivan, Executive Director, Rotorcraft Subcommittee, Aircraft Certification Service (AIR-3), 800 Independence Avenue SW., Washington, DC 20591, Telephone: (202) 267-9554; FAX: (202) 267-5364.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA) established an Aviation Rulemaking Advisory Committee (56 FR 2190, January 22, 1991) which held its first meeting on May 23, 1991 (56 FR 20492, May 3, 1991). The Rotorcraft Subcommittee was established at that meeting to provide advice and recommendations to the Director, Aircraft Certification Service, FAA, regarding the airworthiness standards for normal and transport category rotorcraft in parts 27 and 29 of the Federal Aviation Regulations (14 CFR parts 27 and 29).

The FAA announced at the Joint Aviation Authorities (JAA)—Federal Aviation Administration (FAA) Harmonization Conference in Toronto, Ontario, Canada, (June 2-5, 1992) that it would consolidate within the Aviation Rulemaking Advisory Committee structure an ongoing objective to "harmonize" the Joint Aviation